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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADER REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to
His Majesty
The King
BOVRIL
THE MIGHTY ENERGIZER
stimulates, nourishes and sustains
without digestive efforts.
The Power of Beef is in
BOVRIL.

No. 16,361. 號一十六百三千大萬一第 日七念月八年二統宣 HONGKONG, FRIDAY, SEPTEMBER 30TH, 1910. 五拜禮 號十三月九年十一百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS
CALL
AT
"MOUTRIES"
TO PURCHASE
A

"MOUTRIE"
PIANO
FIVE YEARS'
WRITTEN GUARANTEE.

NEW MODELS FOR 1910.
PRICE \$378.
S. MOUTRIE & Co., Ltd.
[a34-2]

CHINA MUTUAL LIFE
INSURANCE CO., LD.,
HEAD OFFICE, SHANGHAI.

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ALEXANDER MUIROD, Esq., Chairman.
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C. B. MUIROD, Esq.
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S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Assurance Companies' Acts, England.
Insurance in Force ... \$3,855,885.00
Assets ... \$4,155,250.00
Income for Year ... \$356,559.00
Total Security to Policyholders \$8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao
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[a1472]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a728]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 1st April, 1909. [a76]

TRY
WEISMANN'S COFFEE
ROASTED AND GROUND ON OUR
PREMISES DAILY.
In 1/2 lb. and 1 lb. Tins. [a946]

MITSUBISHI DOCKYARD
AND ENGINE WORKS.
A1, A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steamers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc.
AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.
Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.
3. Dry Docks: No. 1 ... 510 ft. 77 ft. 25 ft.
No. 2 ... 450 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.
AT KOBE:—Telegraphic Address: "WADADOCKY" KOBE.
Floating Docks. No. 1. No. 2.
Lifting Power 400 Tons. 580 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
"Draft" " " 22 " 26 "
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight. [a69]
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

P. & O.
STEAM NAVIGATION CO.
S.S. "MARMORA."
(10,500 TONS.)
CAPTAIN G. H. C. WESTON, R.N.R.
THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—
MARSEILLES - - - - - APRIL 15TH.
LONDON - - - - - APRIL 21ND.
FARES TO LONDON—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "
For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.
1001

LANE, CRAWFORD & CO.
(TELEPHONE 97).
NEW STOCK OF
DR. JAEGER'S
SWEATERS
AND
THE NEW
COAT SWEATERS
IN
WHITE AND COLOURED.
CRICKET BOOTS,
BELTS AND MUFFLERS.
LANE, CRAWFORD & CO.
[a28]

V. O. S.
WHISKY.
As Supplied to the House of Lords,
The House of Commons, and to the Houses
of Parliament, Canada.
CALDBECK,
MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
TELEPHONE No. 75.
[a30]

BREWER & CO., LTD.,
PEDDER ST., Adjoining Main Entrance HONGKONG HOTEL, TELEPHONE, No. 696.
RUDYARD KIPPLING'S NOVELS AT
\$1.75 EACH:
Many Inventions.
Traffic and Discoveries.
Soldiers Three and Other Stories.
Wee Willie Winkie, Under the Deodars, &c.
Life's Handicap.
Kim.
The Light that Failed.
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The Naulahka.
Actions and Reactions.
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From Sea to Sea; 2 Volumes.
WELLINGTON TYPEWRITER \$135.00
New Supply of this Machine
Just Arrived.
COMMERCIAL MANILA ENVELOPES
per 1,000 \$2.00
New Stock Just Arrived.
SINGER FOUNTAIN PEN
(Self-filling) \$5.00
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(Self-filling) \$3.50
TYPEWRITER RIBBONS \$2.25
To Suit any Machine. [a27]

LONG HING & CO.,
PHOTO SUPPLIES.
17, QUEEN'S ROAD CENTRAL.
JUST UNPACKED—
FOLDING POCKET CAMERAS, fitted with GOERZ,
ZEISS and ROSS LENSES, PREMO FILM and
PLATE CAMERAS, KODAKS, FILMS and
ACCESSORIES.
At MODERATE PRICES.
DEVELOPING AND PRINTING A SPECIALITY. [910]

INTIMATIONS
BOXING!
AT THE
CITY HALL.
TO-MORROW (SATURDAY), 1st Oct., 1910
MAIN EVENT:
BILL LEWIS v. ROY KINNEY,
25 Three Minute Rounds
for a Purse of \$1,000.
4 Preliminaries.
Bookings and Plans at ROBINSON PIANO
CO., LTD.
PROMOTER, E. H. WHITTAKER.
Hongkong, 24th September, 1910. [1107]

SPECIAL SALE OF WORK
IN AID OF
THE ORPHANS AND THE HOME FOR
THE DESTITUTE.
THE SUPERIORESS and SISTERS of
the ITALIAN CONVENT have the
honour to announce that their Annual Sale of
Needlework, comprising Ladies' and Children's
Dresses, Embroideries, Table Covers, Handker-
chiefs and a variety of articles suitable for
presents, will be held at the Convent on the 1st,
3rd, and 4th October next, commencing each
day at 10 a.m.
The Superiress and Sisters beg to solicit the
patronage of a generous community to aid the
work of providing for the maintenance of the
large number of Orphans at the Convent and
its outlying branches, and the helpless Aged
and Infirm in the Home of the Destitute at
Wanchai.
ITALIAN CONVENT,
28, Caine Road.
Hongkong, 28th September, 1910. [1117]

"BEDFORD" RELIEF
FUND
UNDER THE PATRONAGE OF
H.E. SIR HENRY MAY, K.C.M.G.,
H.E. MAJ. GENERAL BROADWOOD, C.B.
COMMODORE EYRES, R.N.,
AN ENTERTAINMENT
Will be held
AT THE
CITY HALL,
On SATURDAY, 15TH, AND MONDAY,
17TH OCTOBER.
Seats may be booked at the ROBINSON
PIANO CO., on and after MONDAY, 3rd
October.
Hongkong, 27th September, 1910. [1095]

INSURANCE
NORTH BRITISH AND MERCANTILE
MARINE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AS 31st DECEMBER, 1909
£19,875,357.
I. Authorised Capital ... \$5,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 1,435,136 6 7
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE and MARINE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th July, 1910. [788]

DENTISTRY
SIEN TING
SURGEON DENTIST
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1083]

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.
1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 125.
Hongkong, 27th January, 1910. [1022]

ORANGES
"WASHINGTON NAVAL"
30 Cents Per lb.
APPLES
"TASMANIAN STURMERS"
20 Cents Per lb.
THE
DAIRY FARM CO., LTD.
[a2]

HOTELS
HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' (Oak) Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

KING EDWARD
HOTEL.
A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a689]

ORIENTAL HOTEL
No. 2, QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
HOTEL. MANAGEMENT.
ENTIRELY UNDER EUROPEAN
SUPERVISION. Recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of the
latest. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Single and
Dinner. Special Rates for married families on
application to
J. H. OXBERRY,
Manager.
FREDERICK REICHMANN,
Proprietor.
(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
Telegraphic Address "COMFORT."
Hongkong.
Hongkong, 1st September, 1910. [a542]

"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.
Apply to— Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.
THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
Two steamers (s.s. *Est. An* and *Est. Tien*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a213] THE MANAGER

VICTORIA HOTEL
SHAM-KEEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAM-KEEN."
SITUATED ON THE BRITISH CONCESSION
MACAO HOTEL
MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor
[a1004]

INTIMATIONS

A. S. WATSON & CO.
LIMITED.
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

BRANDY:

	Per case of 1 doz.
A-SUPERIOR PALE, Red Capsule	\$21
B-SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S ... COGNAC, Gold Capsule	23
C-SUPERIOR OLD LI- QUEUR COGNAC, Gold Capsule	29
D-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E-FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY	30
BOUTELLEAU'S CHAM- PAGNE LIQUEUR	40

	Per Doz.
FINE PALE COGNAC (Marie Bisard & Roger's)	\$20.80
S. O. F. V. O. COGNAC (Marie Bisard & Roger's) ...	64.80
VERY FINE LIQUEUR (Marie Bisard & Roger's) ...	100.00

Note: For Hongkong the above
are increased by the amount of duty payable
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A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

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Telegraphic Address: PRESS.
Cable: A.S.W. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 13.

BIRTH.

On the 18th September, at Chaifoo, the wife
of ALAN WILSON, Chinese Customs Service,
of a daughter.

HONGKONG OFFICE: 10A, DES VEGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 30TH, 1910.

It has probably not surprised the British
public that Lord CHARLES BERNARD
has come to the fore again with a
demand that the Government shall lay
down twelve Dreadnoughts next year,
instead of five, and that a loan should
be raised for Naval purposes. For some
months past the Imperial Maritime League,
"founded to secure the maintenance of
British sea power," has been advocating a
movement to obtain Parliamentary sanction
to a loan of £100,000,000 (a hundred
million pounds sterling) for National De-
fence. The League has canvassed Officers
of Flag and General rank, and according to
the latest information 357 of them have
endorsed the appeal. More recently the Navy
League, which at first apparently would have
nothing to do with the scheme of its
off-shoot, has now been educated up to the
point of declaring a naval loan to be neces-
sary. "The truth is," says the official
organ of the League, "the two-Power
standard can no longer apply. More is
required. In view of the expansion of
other navies, another standard is necessary,
and it must be established without any
offence to Germany." This remarkable
leading article then goes on to say: "A
short Naval Defence Act, provided for, per-

haps wholly or in part, by loan, might be
the best plan, and would suffice to give us
this immeasurable advantage. The scheme
has the merit of being feasible. It asks
what the country can supply without
difficulty. A loan of £30,000,000 or
£40,000,000 would suffice, but the essential
point is to raise the money, and whether it
is raised by loan or taxation is a matter of
no moment."

On the top of all this the *Daily Mail* seems
to have been scaring the public out of its wits
by a series of special articles on "the German
advance in the North Sea." The object of
these articles has been to show: (1) That
works are in progress at Emden which will
make the mouth of the Ems a first-class
naval base instead of, as at present, a
torpedo base; (2) That the island of
Borkum is being armed for the defence of
the entrance to the Ems and to extend the
fortified chain which stretches along the
coast of Germany; (3) That the new rail-
way from Malmédy to Stavelot opens
another door into Belgium for the military
forces of Germany; (4) That these works
in the North Sea bring the German naval
power close upon one hundred miles nearer
to Great Britain. German newspapers, the
Mail says, have at last acknowledged the
truth of this statement, and claim that this
scheme, which is due to the initiative of the
Emperor, doubles the strength of the Ger-
man Navy and brings German torpedo-boats
within six hours of the British coast.
The *Mail* admits that Germany has, of
course, a perfect right to develop her naval
resources in whatever manner and to what-
ever extent she chooses. "But," it says,
"her devouring activity in the North Sea
and her relentless rivalry for naval super-
macy cannot leave us indifferent to the
danger that steadily advances toward our
shores. There can be only one answer to
the challenge. We must build and build
again until this new and immeasurable
advantage which Germany is wresting from
the sea is more than balanced by the
unquestionable supremacy of our Fleet."

We mention all this as justifying the
statement at the commencement of this
article that the demands made by Admiral
Barnard on the British public as "out-
rageous." This is not to say that the
gallant Admiral has been influenced by the
sore created by the *Daily Mail* over the
German fortifications on the little island of
Borkum. Admiral BERNARD bases his
demands on the increasing naval strength
of the Triple Alliance, and his attitude is
therefore that of the Navy League, which
declares that the two-Power standard
can no longer apply, and that some-
thing more is required. Great Britain
cannot view with complacency the immense
efforts which are being made to wrest
from her the naval supremacy which
she has so long enjoyed. A telegram pub-
lished in the Indian newspapers gives the gist
of an interview which Mr. W. T. STEAD
had with the CHANCELLOR OF THE EXCHE-
QUER on the subject of "Disarmament." We
have piped the tune, he says, and
the other nations have declined to dance.
"We cannot disarm in the midst of an
armed camp." Mr. LLOYD-GEOGE ap-
parently is not the "Little Navy" man he
was but a short time ago. He spoke in
the course of the interview of "the un-
touched reserve of a Naval Loan," which
was available to fall back upon, "a resource
of which our competitors long ago had to
avail themselves." But the CHANCELLOR's
hopes are evidently set on an Anglo-Ameri-
can Alliance to meet the naval combination
in Europe. There is no indication, however,
that an Anglo-American Alliance is yet
within the pale of practical politics, and
we venture to think the Government
will be compelled to avail itself of the
resource of a Naval Loan long before
America is educated up to the point of
forming an offensive and defensive alliance.

The British cruisers *Minotaur* and *Monmouth*
were expected at Yokohama on September 21st.
Notwithstanding the typhoon signals, the
American Pacific Squadron left Hongkong
yesterday for Manila.
The birthday of Confucius is being celebrated
to-day. This is the meaning of the display
of the dragon-flags in the principal Chinese
streets of Hongkong. A great gathering in
honor of the Sage takes place at the Tai Ping
Theatre to-day.

Lady Mody, Mr. and Mrs. Dady (son-in-law
and daughter of Sir H. N. Mody) and party
visited the Seamen's Institute on Wednesday
afternoon. They were received at the gate by
Mrs. W. E. Molson, who conducted them over
the premises. They expressed great satis-
faction with all they saw and especially com-
plimented Mrs. Molson on the good order in
which the premises were kept.

The American Consulate-General received
the following telegram from the Manila
Observatory:—"Manila, September 29th, 8.45
a.m.—Cyclone or typhoon west of Balintang
Channel moving west."

The American Consulate-General received
the following telegram from the Manila
Observatory:—"Manila, September 29th, 8.45
a.m.—Cyclone or typhoon west of Balintang
Channel moving west."

We are informed that the *s.s. Tongo Maru*
grounded near Kintona light ship on Monday,
the 26th, at 4.35 p.m., and was floated on Tuesday
at 3.00 p.m. No damage whatever occurred.
She left Shanghai on Wednesday at 5 p.m.

A Chinese appeared before Mr. J. R. Wood
at the Magistrate's yesterday charged with
behaving in a disorderly manner on a frigate.
The defendant refused to make room on a seat
for other passengers, and became nasty when
requested to do so. His Worship imposed a
fine of \$5.

The case in which a native was charged with
keeping an opium den at No. 1, Fuk Hing
Lane, Wanchoi, and 37 others with smoking
therein, concluded before Mr. E. B. Hallifax at
the Magistrate's yesterday, when Mr. H. L.
Dennys, from the office of the Crown Solicitor,
appeared to prosecute. According to evidence
formerly adduced, the defendants were in the
habit of taking their opium to this house,
smoking it, and leaving the dross in payment
for the use of the den. Mr. J. H. Gardiner,
who represented the defendants, raised the
defence that dross was not equivalent to a fee.
His Worship reserved his decision.

Herr Dernburg and his party arrived at Kobe
on the 16th instant and afterwards went
cruising through the Inland Sea on a yacht.
The party arrived at Takimatsu from Kobe on
the 18th instant, and visited Kuribayashi Park
and the Kotokira shrine. They spent the night
on the yacht at Tadotsu, which place they went
to leave on Monday morning (19th instant) for
Miyajima via Onomichi. It is understood that
Herr Dernburg will leave Japan on the con-
clusion of the Miyajima trip. According to his
itinerary he is due at Seoul on the 24th instant,
at Mukden on the 29th, and at Dairen on the
3rd proximo. On November 16th he leaves
Hongkong for further visits to Tsingtau,
Peking, and Shanghai en route to Europe.

SUPREME COURT.

Thursday, September 29th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PRINCE JUDGE).

A SHIPPING CLAIM.

The *Kang Ching Hang* firm brought an ac-
tion against the *Wong U Sui* firm and the
Wing Lee *Kang* firm for \$103 in subsidiary
costs, being the amount deposited with de-
fendants as security for conveying a freight of
freewood belonging to the plaintiffs.

Mr. Davidson, for the defendant, asked for
an adjournment as he was not ready to proceed.
He was prepared to pay the costs of the day.

Mr. Goldring, for the plaintiff, opposed the
application and said that the case had been
fixed for the 19th August and his friend had
plenty of time to get ready. He did not want to
appear ungracious, but although it was a
debit meant a great deal to his client. At the
same time he would not object on the terms
mentioned to a short adjournment. The ques-
tion his Lordship would have to decide would
be whether the plaintiff agreed to ship by a
certain boat or whether they merely paid this as
a deposit for future freight.

The hearing was fixed for Saturday, October
15th.

BIG THEFT OF PEARLS.

On June 19th a Chinese seaman of the river
steamer *Fatshan* was asked by his father, who
has a large shop in Canton, to bring six pearls
valued at \$2,100 to Hongkong, with a view to
offering them for sale. On board the ship
he asked a fellow seaman to look them up in
his box until arrival here. The second
man complied, but as soon as the vessel reached
the wharf here he decamped with the pearls
and pawned them for \$620. With this
amount he proceeded to Macao to woo fortune
on the fan-tan tables, but luck was against him,
and when he had lost all his money he returned
to Hongkong. Subsequently he was arrested,
and on appearing before Mr. J. R. Wood at the
Magistrate's yesterday he admitted the offence.
His Worship sentenced the defendant to six
months' imprisonment with hard labour.

A CHARGE OF KIDNAPPING.

An application for the surrender to China of
a native named Leung Yee Chan on a charge of
kidnapping was made to Mr. E. B. Hallifax at
the Magistrate's yesterday by Mr. H. L. Dennys,
from the Crown Solicitor's office. Extradition
was sought on the ground that the defendant,
with a number of other men, kidnapped eighteen
schoolboys from a Chinese village, removed
them to Colowan, and held them for a ransom
of \$50,000.

Mr. J. H. Gardiner, for the defendant, applied
for a further remand. The defendant's mother
had gone to Macao to try to get witnesses.

Mr. Dennys objected.
His Worship—There is a limit to length of
time.

Mr. Gardiner—I am assured that the defend-
ant can get witnesses.

His Worship—I will allow you one more
week, but it must be understood that this is the
final remand.

THE TYPHOON.

Considerable anxiety was felt yesterday when
the black drum indicated that a typhoon was
within 300 miles of the Colony, and as usual
in the circumstances, business on the harbor
was dislocated. The smaller craft had mostly
run to shelter and the larger vessels prepared
for the worst. On shore the usual precautions
were not neglected.

The American Consulate-General received
the following telegram from the Manila
Observatory:—"Manila, September 29th, 8.45
a.m.—Cyclone or typhoon west of Balintang
Channel moving west."

TELEGRAMS.

[Protected by the Telegraph Message
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[REUTERS SERVICE TO THE "HONGKONG
DAILY PRESS."]

AMERICAN POLITICS.

THE REPUBLICAN PLATFORM.

LONDON, September 29th.

The platform adopted by the Re-
publican Convention at Saratoga
declares relentless warfare against
official and legislative wrong-doing,
and commends enthusiastically the
administration of President Taft. It
praises the new tariff which has re-
duced the average duties 11 per cent.
and declares that the higher cost of
living is only a local reflection of a
world-wide tendency not due to the
tariff.

SERIOUS RIOTS IN BERLIN.

POLICE CHARGE THE MOB WITH
SABRES.

LONDON, September 29th.

Serious riots have occurred at Ber-
lin consequent upon a strike of coal
porters, who were aided by mobs of
sympathisers.

Last night the police used their
sabres and the thoroughfare along
which the mob retreated was strewn
with wounded men.

Many seriously wounded were con-
veyed to hospital.
One policeman and one civilian
died of the injuries they received.

Four British newspaper correspon-
dents, including Reuters, were
wantonly attacked by the police with
their sabres and injured.

An official statement issued yester-
day morning declares that the mobs
are directed by leaders experienced in
street fighting, and instructed the
police to take more rigorous action.

THE PORTSMOUTH ESPIONAGE
CASE.

HEAVY BAIL.

LONDON, September 29th.

The German subaltern named
Helm, who is charged with espionage
at Portsmouth, has been committed
for trial.

The Bench consented to allow
bail, prisoner himself in £1,000 and
two Englishmen £500 each.

Meanwhile the prisoner has been
remanded to Winchester Gaol.

THE CRISIS IN THE COTTON
TRADE.

LONDON, September 29th.

The crisis in the cotton industry is
regarded as acute.

The Secretary of the Amalgamated
Society of Card-room Operatives has
replied to the employers that the
Society is prepared to accede to the
request for the re-starting of the
Fern Mill on condition that the
dismissed operative is reinstated.

The Masters' Federation has decided
that they are unable to make any
further concession. The lock-out
must proceed.

THE NEAR EASTERN
QUESTION.

LONDON, September 28th.

The forthcoming meeting at Turin
of Sr. San Giuliano, the Italian
Foreign Secretary, and Baron Aehren-
thal, Austrian Foreign Secretary, is
watched with especial interest in view
of the Near Eastern Question and
Italian aloofness from recent inter-
national combinations.

The official timekeeper at the interport
swimming contest has written to our Shanghai
morning contemporary to say that Mr. T.
Logan's time for 440 yards was correctly given
as 5 m. 51 sec. The British record for the
distance is 5 m. 26 sec.

HONGKONG LEGISLATIVE
COUNCIL.

A meeting of the Hongkong Legislative
Council was held yesterday in the Council
Chamber.

The following were present:—

HIS EXCELLENCY THE OFFICER ADMINIS-
TERING THE GOVERNMENT, M.O. Sir F. H.
MAY, K.C.M.G.

Hon. Mr. A. M. THOMSON (Colonial Secre-
tary).

Hon. Mr. W. REES DAVIES, K.C. (Attorney-
General).

Hon. Mr. C. McI. MESSER (Colonial Treas-
urer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of
Public Works).

Hon. Mr. F. J. BAILEY (Capt. Superinten-
dent of Police).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Mr. W. YUK, C.M.G.

Hon. Mr. E. A. HEWITT.

Hon. Mr. MURRAY STEWART.

Hon. Mr. E. OSBORNE.

Mr. C. CLEMENTS (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read
and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of
His Excellency the Governor, laid on the table
Financial Minutes (Nos. 77 & 82), and moved
that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and
the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of
His Excellency the Governor, laid on the table
the report of the Finance Committee (No. 12),
and moved its adoption.

The COLONIAL TREASURER seconded, and
the motion was agreed to.

THE ESTIMATES.

The COLONIAL SECRETARY moved the second
reading of the Bill entitled, "An Ordinance to
apply a sum not exceeding six million and forty-
two thousand five hundred and forty-three dollars
to the public service of the year 1911."

The COLONIAL TREASURER seconded.

Hon. Mr. HEWITT—Sir, I have been asked
by the unofficial members to reply on their
behalf to the remarks made by your Excellency
when laying the estimates for next year before
the Council. For the sake of convenience, I
will take the various items in the order in
which they appear in the draft estimates, but
before doing so there are one or two minor
points as to the manner in which these are
prepared, to which I will refer.

On page 5 Light Dues (Special Assess-
ment), amounting to \$96,000, are presumably
the dues levied for the part payment of the
Mortgage interest. If we would suggest that
it should be clearly stated that this money is
 earmarked for that purpose. On page 19 we
find the actual expenditure of last year, the
approved and revised estimates for this year, and
the estimates for 1911 appear summarised. Then,
commencing on page 22, follows a comparative
estimate of the details of expenditure between
the estimates now before us and the approved
estimate for 1910. There is, however, as we
know, at times a very large difference between
the approved estimate for one year and the
revised estimate, and we think that it is ad-
visable in laying the details of the estimate
before the Council to be a great advantage to
those of us who are called upon to criticise
them—that the details should be shown.

I will mention but one case to illustrate my
meaning. "Miscellaneous" on page 37. The
total estimate for 1911 is \$152,407 compared with
\$144,307 approved estimate for 1910, but as a
matter of fact the revised estimate for this
year was \$311,430, an increase of expenditure
over the estimate of rather more than 100 per
cent. The estimate for next year therefore is
about 50 per cent. under the actual expenditure
for this year, but reference to page 37 would
probably lead many of those who peruse these
figures to the conclusion that there would be
an increase of \$8,000 in expenditure over that
of this year, and the searcher after truth would
be still more misled in this respect were he to
extend his investigations to the valuable docu-
ment headed "Abstract" showing difference
between the estimates of expenditure 1910 and
1911, where Miscellaneous Services are shown
as showing an increase in expenditure of \$8,100
next year as compared with this. We are
very glad to learn that the Colony
will no longer be called upon to pay for
the loss incurred on the British Postal Agencies
in China, and that, as the Imperial Treasury
will shortly take over, there will be no question
of these establishments being closed; for, as I
have stated on a previous occasion, I consider it
would be a serious loss to British prestige were
our post offices in China to be abolished
while other Powers maintained theirs.

There is, however, another point in connection
with the postal revenue which we are agreed re-
quires consideration. While entirely supporting
the penny postage scheme, so long as this does
not result in a loss, we do not believe in incur-
ring the heavy and annually increasing loss which
is incurred on postal matter sent to Siberia. The
quicker transit time given will, we believe,
always ensure its being freely made use of.
We therefore consider that for this advantage
those using that route will be willing to pay,
and that the postage therefore should be
should be raised to such a figure as to cover
the actual cost to the British Post
Office, reverting if necessary even to the old 2d.
rate. With regard to the Imperial contribution
on account of loss on opium revenue, this sum
we see stands at \$102,857. We do not, however,
gather from the remarks your Excellency made a
fortnight ago that this sum has been definitely
fixed, and we await further information on this
point. If this all we are to receive for the
one year, the unofficial members wish to place
on record their strongest possible protest against
so parsimonious an action on the part of the Imperial
Government, and in the name of the ratepayers
of Hongkong to state that such treatment is
in their opinion little short of scandalous. His
Excellency Sir Frederick Lugard, speaking in
this Council on the 14th April last, made the
announcement that the Imperial Govern-
ment were increasing \$2,000 in their
estimates for the financial year as a grant to
Hongkong in respect to the loss of the opium
revenue. The unofficials had no opportunity
then of discussing the matter, nor indeed did
there appear to be need to do so at the
moment; it was better that we should wait until
the estimates were before us, or a more definite
statement was made to the Council. It is true
some approval was expressed by certain of the
members at his Excellency's statement, but this
I think was not because the unofficials con-
sidered the sum named sufficient, but to endorse
the remark made with regard to the Secretary of
State, having accepted the principle of compen-
sation. We do not consider the sum named
sufficient. The loss in the opium revenue for
this year is apparently \$222,500, and for next
year \$268,800 (nearly half a million dollars for
the two years), while for the third year
the loss will probably be proportionately higher.

We were assured that His Majesty's Government
were prepared to grant to Hongkong a "subst-
antial contribution" on the ground that we were
forced, against our will, to carry out a policy
fatal to us from Home, a policy which we believe
has resulted in harm to the Colony, rather than in
good. This loss of dollars cannot be considered
in any way as a fitting redemption of the
promise made us, and on behalf of the rate-
payers of Hongkong we therefore strongly
protest against such treatment, and would ask
your Excellency to lay our views before the
Secretary of State. Turning to the Financial
Statement, it would be interesting to know how
the sum of four pence as being the value of Sub-
sidary Coin with which the Colony is credited
has been arrived at. Is this the face value
of the coin in stock or the redemption value?
As I presume all the benefit the
Colony will ever derive from this stock of
subsidiary coin is when it goes into the melting
pot. Dealing with the accounts as a whole, the
estimates for 1910 were \$6,951,542 and those for
1911 are \$7,335,320, a net increase of \$433,778.
In view of the various public works still in
course of construction at first glance this
may appear fairly satisfactory, but I think
a closer examination of the accounts will
show this is not so. There is a total
decrease in expenditure under certain
heads amounting to \$537,607 and a total
increase of \$971,335, giving a net increase as
already stated. But the decrease is almost
entirely made up of abolition of posts (which,
however, merely appears to be a book entry, as I
gather most, if not all, of our mail is carried
by sea to another), and a saving of \$374,635
for Special Land Redemption. If this latter
sum were expended, presumably the Government
would become possessed of land which in time
might be of considerable value and in any case
would form an asset in the Colony's balance-
sheet. Against this what do we find? A net increase
of some \$75,000 in the creation of new posts. This,
I presume, means a permanent increase in the
cost of the various Government departments.
This increase appears to run through almost all
the departments. It is unnecessary to give
details, which, however, I have before me, but
they embrace the Secretariat, Audit, Medical,
Legal, Police, Sanitary, Education, Public
Works Department, Post Office and others.
The present hardly seems a suitable time
to make such considerable increases in the
cost of working the Colony. The sum I have
mentioned is for bare salaries alone. There are
many more items, I presume, allowances
for personal emoluments to be added, to say
nothing later on of pensions, all of which are
heavy and permanent increases in the expendi-
ture. I would here beg to call the attention of
the Government to the state of depression
which still exists in the Colony and to direct
their attention to the statements so frequently
made by directors of public companies to
their shareholders that, but as things
are, they might have been worse had it not been
for rigid economy and almost parsimonious re-
duction of salaries, and have been forced upon public
existing conditions. It appears that public
affairs are no more prosperous than a business
the Colony generally, and the unofficials there-
fore would be glad to receive some assur-
ance that these increased posts are really required.
I will now deal with a few of the more
important items appearing under the heading
of cost of "General Administration." Under
Harbour Master's Department there is
naturally a considerable increase in the
cost of staff to deal with the excess on liquors.
This increase may perhaps be called for,
but the matter requires carefully watching in
order to see that an undue luxury staff is not
provided. It is, however, thorough of the unoffi-
cial members when referring to this matter to
take this opportunity of reminding your Excel-
lency of the lengthy discussions which took
place when the new import spirituous li-
cences were agreed to. His Excellency Sir Frede-
rick Lugard assured us on more than one
occasion that every facility would be given to
small traders to carry on their business with
as little difficulty as possible, and that the
provisions of the new Ordinance would be made
as little onerous as possible to the community at
large. This solemn promise, as your Excel-
lency is aware, was again repeated in a
private interview the unofficial members
had the day before Sir Frederick Lugard
left the Colony. On that occasion the unofficials
took the opportunity of assuring his Excel-
lency that, so far as they could ascertain,
the work of inaugurating the new excise
service had been carried out entirely to the
satisfaction of the public, but we have
expressed our fear that the change contemplated
might not prove altogether satisfactory. We
regret to find that our fears have to a certain
extent been realised, resulting as your
Excellency is aware, in more than one
appeal from leading business firms to the
Chamber to have the honour of representing.
It should not have been necessary to call for
the intervention of the Chamber of Commerce
in such matters, and we would be glad to have
your Excellency's renewed promise that the Act
will be administered in the spirit of the assur-
ances originally made. There is another ques-
tion in connection with the administration of the
Import and Export Department which appears
to call for comment. At our last meeting a
Bill to amend the Pharmacy Ordinance was
passed. I must confess that so far as I was
concerned I did not at the time realize the far-
reaching effect of this Bill and that we were
confering upon those who were to have the
control of the dispensing of drugs. The unoffi-
cial members of the Council are all search-
ing in connection with liquor duties would be
carried out under proper European control.
These powers are far too great to give to Chinese
searchers, and may not only, we fear, lead to
considerable friction, but to possible abuse. The
Ordinance therefore requires reconsideration by
this Council before being finally passed. The
Police Department shows some slight increase in
expenditure, and here again the unofficials take
this opportunity of recording their views as to
the result of the working of this branch of the
public service. There are, of course, a very
large number of able and hardworking officials
in this Department, but there would neverthe-
less appear to be some room for improvement.
The insolence of the rich and their coolies,
the absence of proper control of the street
traffic and numerous cases of petty larceny
which so constantly come to our individual
notice are matters of everyday occurrence con-
siderable, in fact it is not advisable for any
woman to go about by herself even to the
centre of the town. The cases of
assault and robbery and lately burglary
which have occurred have given rise to a
growing feeling of uneasiness as to the safety
of property among the foreign community, and
even of life as far as the Chinese section is
concerned. In nearly a dozen cases of bur-
glary which have recently been committed to
my knowledge, not a single instance
has reference to the police had any result.
All this points to anything but a satisfactory

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HONGKONG TIDE TABLE.

From September 30th to October 6th, 1910.

HIGH WATER.				LOW WATER.			
Date	Time	Height	Direction	Date	Time	Height	Direction
Fri 30	8:15	10.5	S. by E.	Fri 30	2:15	4.5	N. by E.
Sat 1	8:15	10.5	S. by E.	Sat 1	2:15	4.5	N. by E.
Sun 2	8:15	10.5	S. by E.	Sun 2	2:15	4.5	N. by E.
Mon 3	8:15	10.5	S. by E.	Mon 3	2:15	4.5	N. by E.
Tue 4	8:15	10.5	S. by E.	Tue 4	2:15	4.5	N. by E.
Wed 5	8:15	10.5	S. by E.	Wed 5	2:15	4.5	N. by E.
Thur 6	8:15	10.5	S. by E.	Thur 6	2:15	4.5	N. by E.

HONGKONG METEOROLOGICAL.

REGISTER.

Hongkong Observatory, September 29th.

Previous Day	On Day	On Day
28.72	28.74	28.45
Barometer	58	58
Temperature	58	58
Humidity	58	58
Wind Direction	North	NNW
Force	3	3
Weather	cc	cc
Rain	0	0

Highest open air Temperature on 29th.....54

Lowest open air Temperature on 29th.....72

THE REGULAR ARMY UNDER
RADICAL GOVERNMENT.

II.—THE RESERVE.

(BY THE DUKE OF BEDFORD, K.G.)

The condition of the Regular Reserve is rapidly becoming critical. The Secretary of State for War himself admits the fact. This year, in introducing the Army Estimates, Mr. Haldane stated that "he was not satisfied with the future of the Regular Reserve," and he was anxious to draw the attention of Parliament to the matter in order that there should be no mistake.

Two great Army problems demand simultaneous solution. One is the maintenance of a large Army Reserve, the other is the supply of the Indian drafts. Lord Minto created the largest Army Reserve we have ever had by the plan of three years' Colour service, but that period of enlistment did not suit for the provision of the Indian drafts. Therefore it had to be abandoned. Mr. Arnold-Forster endeavoured to solve the double problem of maintaining the Regular Reserve and of supplying the Indian drafts by creating concurrent long and short service enlistment. The present Government on assuming office hastened to wipe out that plan without even giving it a trial. In short, they reverted to the same system which had been proved by experience to furnish an insufficient Reserve time of war, although it did meet the difficulty of the Indian drafts in time of peace. Now, after four years, they warn us that the problem of the Regular Reserve is unsolved, and that its future is critical, and there they are content to leave us.

This warning of the Secretary of State for War as to the future critical condition of the Regular Reserve, the most important part of our Army, may come as news to the general public new, but it is not new to the House of Commons, for when they said that the reduction of ten Infantry battalions was tantamount to insanity.

After the South African War the most urgent question was to refill the depleted Army Reserve. To accomplish this object the late Government in 1902 placed the whole Infantry of the Army on a three years' basis of Colour service. Hence, in due course, a much more rapid transfer to the Reserve took place. We must remember that the late Government added 14 Line and two Guards battalions to the Infantry of the Regular Army. The present Government reduced eight battalions of the Line and one of the Guards, after those battalions had been in existence from seven to eight years. These nine battalions have been disbanded; but the men, passed through them to the Reserve, cannot be replaced as they become time-expired, because the cadres which created them are no longer in existence. In a few years the Reservists created by the disbanded battalions must disappear from the Regular Reserve, and the large number of Reservists due to the whole of the Infantry having been put on the three years' basis of Colour service will pass out of the Reserve. The term of service now is seven years with the Colours and five in the Reserve. The establishment of every home battalion has been reduced from 800 to 720, which means that there will be a smaller Reserve-creating unit, and a bigger shortage of men with the Colours to be made up from the Reserve on mobilisation, an extra and immediate call on the Reserve amounting to upwards of 8,000 men due to the reduction of 80 men per battalion on the home and colonial list. Thus a special and large outflow from the Regular Reserve is soon due, and not only is there no special intake to balance it, but the normal intake in future must be less than it ever has been in the past.

The question is, what will be the date of the Army Reserve in 1913? At that date the last Reservists created by the three years' basis of Colour service will have passed out of the Reserve; the Reservists created by the nine disbanded battalions will have become time-expired. At the same time the period of Colour service is seven years instead of three, and the Reserve-creating battalions stand at 720 instead of 800. Further, how do the Government in 1903 propose to mobilise the Infantry of the Expeditionary Force, when some 8,000 additional men are required on mobilisation to make up for the reduced battalion establishments, when the immaturity of the men with the Colours has been greatly increased by the enlistments of 17-year-old boys from the Special Reserve, and at a moment when all the Indian drafts have been sent abroad? All the factors I have just mentioned tend to deplete the Reserve by drying up the source of supply. They are all coming into operation and are cumulative in their action.

CONTRADICTION RETURNS.

When the term of Colour service was increased, and the number of men serving in each battalion decreased, and nine Reserve-creating cadres destroyed, it was assumed as a matter of course that the numbers in the Reserve of the Regular Army would be diminished. The War Office at once produced an arithmetical proof of the contrary. A Return was prepared and published showing a satisfactory increase in the Regular Infantry Reserve. It so happened that Mr. Arnold-Forster was able to supply a very convincing rejoinder. As Secretary of State for War he had caused a calculation to be made in order to ascertain if, by preserving the number of Reserve-creating cadres, but by reducing their establishment from 800 to 750, a sufficient Reserve would be created, and at the same time economy effected. Thus, there was in the War Office another Return, drawn up not many months before, and purporting to be signed by the same authority in which the same problem was treated. I quote these two Returns, which are published side by side in Mr. Arnold-Forster's last book on "Military Needs and Military Policy."

War Office Calculation War Office Calculation of Reserve produced by 156 Battalions. 1907. Establishment: 750 Sections A and B.....40,622 Section D.....15,923 Total.....56,545

The result of the Return produced by the War Office in March, 1907, is that the case of Infantry battalions alone, the product of the smaller number of units and the smaller establishment exceeds that of the larger number of units and larger establishment by 7,725 men. In other words, with a diminished number of cadres, a reduced establishment in each cadre, and a longer period of Colour service, the Reserve of the Regular Army will be increased. This is absurd, but it is the principle upon which the strength of the Army Reserve for 1913 is calculated. In dealing with the numbers of the Army Reserve, the Government have hitherto based their calculations on a nominal and not on actual figures, that is, on establishment instead of on strength. The value of a battalion as a Reserve-creating cadre is always reckoned at its full establishment when very likely it has been upwards of 100 men short of its proper establishment, but still, by force of numbers, it is counted as a full battalion. These being the facts, it is certain that the numbers of the Regular Reserve

in 1913, on which the Government calculates, must be greatly overestimated.

The high-water mark of the Regular Reserve, the outcome of Lord Minto's policy, will be reached this year. It is 137,000 men; the low-water mark, 135,000, will be reached in 1913, when the reductions now in progress will be realised. The difference is 2,000 men. But there is also a wide difference between the value of the figure of 137,000, which is the actual strength of men presented by the Army Annual Return, and the value of the figure of 135,000, which is a hypothetical number calculated in the manner I have described.

ADMISSION OF INADEQUACY BY THE ARMY COUNCIL.

The result of reducing the Regular Army is that in 1913 the Regular Reserve will not be equal to the requirements of the Expeditionary Force. This I pointed out in December last and mentioned in the House of Lords in July of this year. The Under Secretary of State for War declined on behalf of the Government to accept my statement. I then published the figures I had used in December, 1909. The Under Secretary of State replied, taking exception to the rate per cent. I had allowed for casualties in the Regular Reserve as excessive. I had allowed 15 per cent, but Lord Lucas considered it too small. He also pointed out that I had allowed for the maximum number of 10,000 Regular Reservists allowed by regulations to live abroad, whereas there are at present 7,000 out of the country. It seems that with the shrinkage of the Regular Reserve this number is not to be exceeded. This shows that there was a considerable error of calculation in fixing 10,000 as a possible maximum number in the first instance. When Lord Lucas gave his assurance as to the adequacy of the Army Reserve in 1913 in the House of Lords, he was under the impression that some 17,000 men of Section D of the Regular Reserve would be available in that year, not being then aware of the fact that all these men will become time-expired before 1913, and, therefore, do not enter into the calculation at all. The most important new departure on the part of the Army Council which appeared in the course of the correspondence between Lord Lucas and myself is that Section D of the Regular Reserve, which had been closed in July, 1908, was re-opened in January, 1910, for enlistment. By this action the Army Council acknowledge that Section A and B of the Regular Reserve will be inadequate, and it is a welcome indication of a reversal of their policy of reducing the Regular Reserve and substituting nebulous non-Regular forces.

UNSATISFACTORY RESERVISTS.

It is necessary to explain what Section D of the Regular Reserve is, and why it differs in quality from the rest of the Army Reserve. Section D is composed of men who have completed their full term of both Colour and Reserve service. All the Army's equipment and stores, and they are asked to re-enlist for a further period of four years. Optional enlistment must always be uncertain. A man who has completed his 12 years of Colour service and Reserve service would gladly be quit of further Reserve obligations, with their many attendant drawbacks, if he could afford it. His only inducement to re-engage for a further period of four years is the pay of sixpence a day. Those Reservists who have been failures in all life after leaving the Colours are compelled by want and not by choice to re-engage. Consequently they are not by any means the best class. Men cannot be less than thirty when they join Section D, and some may be forty-one years of age before completing their last year of service. Section D men were adversely reported upon by Lord Methuen and General Sir T. Kelly-Kenny for active service during the South African War. The drawback to Section D service is that they have been away from the Colours and have done no soldiering for eight, or nine, or ten years. In the Report on the British Army for the year ending September 30, 1908, the following paragraph appears: "The maximum age for a recruit for the Special Reserve has been fixed at thirty. This limit of age has caused considerable comment, and it has been pointed out that ex-soldiers are thereby debarred from enlisting into the Special Reserve on termination of their Army and Reserve service. The point, however, is overlooked that these Special Reservists are required in time of war to take their place as drafts for the Regular Army. An ex-soldier, on completion of his twelve years' service, cannot be less than thirty years of age, and may be considerably more, while if he has taken advantage of his opportunities and enlisted in Section D he must be at least thirty-four. He can only re-enlist into the Special Reserve, which would mean that the drafts for the Regular Army in time of war would be liable to be composed to a considerable extent of men who would be less fitted to undergo the arduous work of a campaign."

At the present moment the men who are relied upon by the Army Council to form Section D are three-year men with the Colours. Consequently all those in the latter half of their enlistment into Section D will have been away from the Colours for twelve and thirteen years. Mr. Wilson Churchill in the House of Commons on March 5 last, in praising the Army administration of this colleague thus referred to the system of three years of Colour service: "It is quite true that it produces and would have produced a very large Reserve; but that Reserve in its later term would have been of very untrained men, who had only been three years with the Colours, and who had been away from the Colours for twelve and thirteen years. 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[illegible]

魚白	Fak Pak Yü—Gudgeon	19
魚黃	To Pak Yü—Herrings	19
半甲魚	Halbut	19
赤甲魚	Chong Kung Yü—Parus	19
赤甲魚	Long Ha—Loahors	19
烏魚	Shi Yü—Masked	19
魚鱗	Loah	19
魚鱗	Chai Yü—Mullet	19
魚鱗	Mong Yü—Mong Fish	19
魚鱗	Shang Ho—Cyprors	19
魚鱗	Li Kung Yü—Parrot Fish	19
魚鱗	Tan Lai—Pench	19
魚鱗	Han Yü Yü—Pike	19
魚鱗	Pa Po Tun—Flats	19
魚鱗	Pak Ch'ong—Pomfret, White	19
魚鱗	Hak Ch'ong—Black	19
魚鱗	Ming Ha—Prawns	19
魚鱗	Pi Fa Sa—Ray	19
魚鱗	Sik Kau Kün	19
魚鱗	Chun Yü—Boar	19
魚鱗	Se Yu—Shark	19
魚鱗	Ma Yau Yü—Salmon, Canton	19
魚鱗	Shang Yü—Salmon, Fresh Water	19
魚鱗	Li—Shrimps	19
魚鱗	Yü Yü—Crabs	19
魚鱗	Lap Yü—Snappers	19
魚鱗	Yat Sa Yü—Soles	19
魚鱗	Wan Yü—Tench	19
魚鱗	To Hau Yü—Turbot	19
魚鱗	K'at Yü—Turtles, small, fresh	19
魚鱗	Pak Sit Yü—White Salt	19
	FRUIT.	
仁果	Hang Yan—Almonds	19
蘋果	Kam Shan Ping Ko—Apples, California	19
蘋果	Tsü Tsün Ko—Apples, C'foo	19
蘋果	Hut Tsün—Chestnuts, C'foo	19
蘋果	Yan Chi—Apples, Custard, Macao	19
蘋果	Yat Pau Ping Ko—Apples, Japanese	19
蘋果	Shang Sheng Huang Tsün—Bananas	19
蘋果	Shang Hsueh Tsün—Bananas, brides, Macao	19
蘋果	Yennyng Tsü—Carambola	19
蘋果	Yü Tsai—Chestnuts, Cui	19
蘋果	Fo Fung—Cocoanuts, etc.	19
蘋果	Yu Tsü Tsü—Grapes, etc. q. 19.	19
蘋果	Ning Mong—Lingons	19
蘋果	Kam Shang Lingon—Liquor, American	19
蘋果	Lai Chi—Lichees, Fresh	19
	2d 19	
	3d 19	
乾果	Lai Chi K'ou—Lichees, Bmal	19
乾果	Ying Mo—Lemons—Salmon	19
乾果	Shing Bng—Water, C'foo	19
乾果	On Nang—Mango—Mango	19
乾果	Shan Chuk Tsü—Mangosteens, doz per 100	19
乾果	Yong Sai K'w—Water Melon, American	19
乾果	Sai K'w—Water, C'foo	19
乾果	Nang K'w—Mang. Molos, American	19
乾果	Panion Fruit, American	19
乾果	Papaw Ist	19
	2d 19	
乾果	Pak Lan—Olive	19
乾果	Ch'ang—Quat	19
乾果	Chia Chan Ch'ang—Oranges, Swatow	19
乾果	O Mun Ch'ang—Oranges, Macao	19
乾果	Chai K'w—Small	19
乾果	Tsu K'w—Mandarin	19
乾果	Shang—Pears	19
乾果	Shang—Pears	19
乾果	Shang—Pears	19
乾果	Shang—Pears	19
乾果	Hung Li—Pears	19
乾果	Sing Tai—Pears, Cooking Canton	19

SHIPPING.

ARRIVALS.
BOMBAY MARU, Japanese str., 2,345, Teranaka, 29th Sept.—Singapore 23rd Sept., General Nippon Yusen Kaisha.
CHUO MARU, British str., 29th Sept.—Canton.
EMPEROR OF JAPAN, British str., 3,039, H. P. Y. S. S. S., 29th Sept.—Vancouver 7th Sept., Mails and General—C. P. R. Co.
HIKOSAN MARU, Japanese str., 2,302, Yamashita, 28th Sept.—Mitsui 23rd Sept., Coal—Mitsui Bussan Kaisha.
HUDSON, British str., 2,576, Fenton, 28th Sept.—New York 1st Aug. and Singapore 21st Sept., C. O. S. S. S. Co.
VIADIMIR, Russian str., 3,197, T. Skalsky, 29th Sept.—Vladivostok and Shanghai 25th Sept., General—Melchers & Co.
WOROZO, British str., 29th Sept.—Canton.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 29th September.
Chipahing, British str., for Swatow.
Haiten, British str., for Swatow.
Tango Maru, Japanese str., for Kobe.
Vladimir, Russian str., for Singapore.
Wosang, British str., for Shanghai.
Yavata Maru, Japanese str., for Australia.

DEPARTURES.
 29th September.
ALBANY, American cruiser, for Manila.
ARABIA, British str., for Shanghai.
BEHALDE, British str., for Nagasaki.
CHENNAI, British str., for Shanghai.
KORISAKI, German str., for Hoihow.
LANDAT SCHIEFF, German str., for Bangkok.
LYMAN, British str., for Canton.
NANSHAN, American transport, for Manila.
NEW ORLEANS, American cruiser, for Manila.
NEW YORK, American cruiser, for Manila.
POMPEY, American collier, for Manila.
PROMETHEUS, Norwegian str., for Saigon.
SHANAI, British str., for Pakhoi.

VESSELS EXPECTED.

THE INDIAN MAIL.
 The Indo-China str. *Kulsang* from Calcutta and the Straits left Singapore for this port on the 24th inst.
 The Indo-China str. *Kulsang* left Calcutta for the Straits and Hongkong on 21st inst., and is due here about the 7th prox.
THE AMERICAN MAIL.
 The T.K.K. str. *Nippon Maru* sailed from Yokohama on route to Hongkong on the 25th inst., and is due here on the 4th prox.
 The P.M. str. *Siberia* left San Francisco on the 13th inst. for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 10th prox.
 The P.M. str. *China* left San Francisco on the 20th inst. for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 18th prox.
 The P.M. str. *Manchuria* sailed from San Francisco on the 27th inst. for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 24th prox.
THE GERMAN MAIL.
 The I.G.M. str. *York*, carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on the 24th inst. a.m., and may be expected here on or about the 5th prox.
THE AUSTRALIAN MAIL.
 The T.A.M. str. *Prins Waldemar* left Sydney on the 24th inst., at 11 a.m., and may be expected here on or about the 16th prox.
 The E. & A. str. *Empire* left Sydney on the 25th inst. for this port via Queensland Ports, Timor and Australia, and is due here on 21st prox.
THE CANADIAN MAIL.
 The C.P.R. Co.'s str. *Montague* left Vancouver for Hongkong via usual ports of call on the 20th inst. a.m.
MERCHANT STEAMERS.
 The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd inst.
 The Barber Line str. *Suruga* sailed from New York on the 21st inst. for Hongkong, via the Straits.
 The T.K.K. str. *Buyo Maru*, from South American ports, arrived at Yokohama, and left for this port via Kobe and Moji on the 25th inst.
 The N.Y.K. str. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 23rd inst., and is expected here on the 2nd prox.
 The P. & O. S. N. Co.'s str. *Peshawar* left Singapore for this port on the 28th inst., at 6 a.m., and is due here on the 3rd prox., at about 8 a.m.
 The H.A. Line str. *Ambria* left Tsingtau via Foochow on the 28th inst. a.m., and may be expected here on or about the 4th prox.
 The H.A. Line str. *Armenia* left Singapore on the 28th inst. a.m., and may be expected here on or about the 4th prox. p.m.
 The P. & A. str. *Selja* is due to arrive at this port on the 14th prox.
 The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 17th inst., and is expected here on or about the 25th prox.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF JAPAN" SAT., 8th Oct. "EMPERESS OF CHINA" SAT., 29th Oct. "EMPERESS OF INDIA" SAT., 19th Nov. "EMPERESS OF JAPAN" SAT., 17th Dec. "EMPERESS OF CHINA" SAT., 14th Jan.
 From Quebec. "EMPERESS OF IRELAND" FRI., 4th Nov. "ALLAN LINE" FRI., 25th Nov.
 From St. John, N.B. "EMPERESS OF BRITAIN" FRI., 16th Dec. "ALLEN LINE" FRI., 13th Jan. "ALLAN LINE" FRI., 10th Feb.

"Emperess" Steamships leave HONGKONG at 5 P.M. at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 The "EMPERESS" steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers " 243 " " 245.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.
HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS
FOR
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MACEONTOA 10500	April 1	April 7
MARMORA 10500	March 18	(Through Steamers calling at Bombay)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MOREA 11000	May 27	June 2
DELTA 8000	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.
FARES TO LONDON (Including Surtax):
 1st SALOON £71.10 SINGLE. £106.14 RETURN.
 2nd " £48.8 " £72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA 4700	January about 25	March about 11
* NUBIA 4700	February 8	March 25
* SYRIA 6660	March 8	April 24
* NORA 6700	March 22	May 8
* PALAWAN 4700	April 5	May 22
* BORNEO 4600	April 19	June 5
* SIOULA 6700	May 3	June 19
* SUMATRA 4600	May 31	July 17
* NILE 6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON (Including Surtax):
 1st SALOON £55.0 SINGLE. £82.10 RETURN.
 2nd " £38.10 " £57.4
 * Carry 1st and 2nd Saloon Passengers.
 For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C. & SEATTLE
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* KUMERIC	6,232	G. B. McMillan	20th October.
AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient independent offers.
 * These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 HONGKONG, 9th September, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Rebuffat	On 10th Oct. P.M.
MARSEILLES VIA PORTS	"YARRA" Capt. Ristorcelli	On 11th Oct. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonel	On 24th Oct. P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Sallier	On 25th Oct. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 29th September, 1910.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. MEINERS	17,000	Wed. day, 5th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. J. RANDELMANN	17,000	About 5th Oct.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENTZ" Capt. H. RANDELMANN	6,750	Saturday, 8th Oct., at Daylight
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. JENSEN	6,100	About 18th October
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	5,050	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & CO.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 23rd September, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE
MAGNIFICENT N.D.L. LINERS:

* "PRINCESS ALICE"	Capt. P. GROSCH.	20,300	ON MARCH 22ND.
* "LUETZOW"	Capt.	17,300	ON APRIL 5TH.
* "KLEIST"	Capt. O. PARNKE.	17,000	ON APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy.
 Early booking recommended.
 For Particulars, apply to

MELCHERS & CO.,
 GENERAL AGENTS.

Hongkong, 15th September, 1910.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS	DATE OF SAILING.
SHANGHAI, KOBE, YOKOHAMA & MOJI	"PEKING"	On 15th October.
SHANGHAI, KOBE & YOKOHAMA	"CANTON"	On 5th November.

For Freight and Further Particulars, apply to TELEPHONE No. 171.
OLOF WIJK & CO., AGENCIES, LTD.
 Hongkong, 30th September, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work
 Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works
TAIKOO DOCK YARD & ENGINEERING CO.
 OF HONGKONG.
 GRAVING DOCK 787 x 88 x 34' 6"
 Pumps empty Dock in 23 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FETMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICO and SOUTH AFRICAN PORTS.
THE Steamship

"DEBILTI" Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., TO-MORROW, the 1st October, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles, and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egmont," due in London on the 12th November, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th September, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR" Captain G. F. Hudson, will be despatched for the above Ports on MONDAY, the 3rd Oct., at 5 P.M. For Freight or Passage, apply to DAVID SASSON & Co., Ltd. Agents.

Hongkong, 30th September, 1910. [1113]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK
 S.S. MUNCASTER CASTLE On or about 5th Oct.
 For Freight and further information, apply to DODWELL & Co., Ltd. Agents.
 Hongkong, 20th September, 1910. [1079]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI" Captain W. Gray Williams, will be despatched as above on or about the 15th Oct. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Agents.
 Hongkong, 20th September, 1910. [1081]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRAVELLI" On or about 21st October.

For freight and further information apply to—

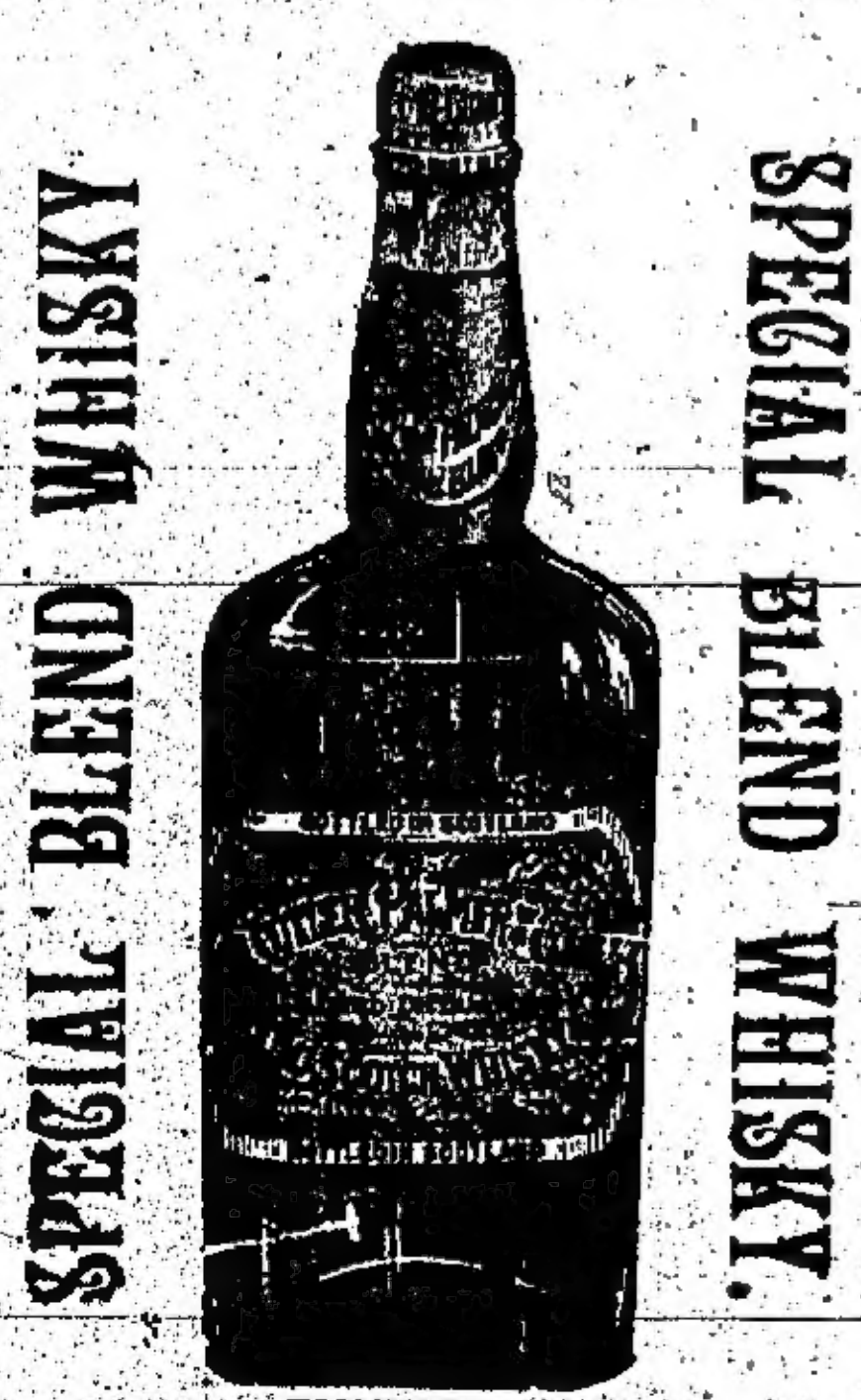
SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 23rd September, 1910. [1103]

STEAMERS PASSED THE CANAL.

September 2nd—China, Moyns, Peshawar, Tango Maru, Pacific. 5th—Memmouthshire, Armenia. 9th—Horneo, Polyposien, Prana. 13th—Argonia, Anyanga, Gubao, Sibia. 16th—Cardiganhire, Dumbor, Japan. 19th—Larrea, Larrea, Larrea, Larrea. 22nd—Wraycastle, Nigeria. 25th—Peking, Poma. 28th—Gambila. 31st—Austria, Benoitich, Glauca, Kawaiki Maru, Ramus, Patroclus, Peiko. 21th—Benavon, Konang St, Suevia Sunda.

ARRIVALS AT HOME.
 Sept. 27th—Wakasa Maru, Wynnert.

Gutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
 SHIPPERS
 Gutler, Palmer & Co., London
 AGENTS
SIEMSEN & CO.,
 HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILED
COPENHAGEN	"RUBOMA"	On 1st October
COPENHAGEN	"TRANQUEBAR"	On 20th October
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December

For Further Particulars apply to
 Hongkong, 17th September, 1910.

MELCHERS & CO.
 AGENTS.

For particulars apply to **N. HAMADA, Acting Manager.**
TOYO KISEN KAISHA, Ltd., King's Building
Hongkong 1st September, 1910. 403

DEPOT: 55 & 57, DES VŒUX ROAD. {53}

RODI & WIENENBERGER, PFORZHEIM I.B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELLERIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.
SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-4]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Delhi, with the Siberian mail, is due to arrive at Hongkong to-day.

FOR	PER	DATE
Swatow, Amoy and Poochow	Haitan	Friday, 30th, 9.00 A.M.
Manila, Thursday, In. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Yavata Maru	Friday, 30th, 11.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Chipsing	Friday, 30th, 11.00 A.M.
Swatow and Shanghai	Wongai	Friday, 30th, 11.00 A.M.
Swatow and Bangkok	Wongai	Friday, 30th, 11.00 A.M.
Manila	Sui Tai	Friday, 30th, 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Changsha	Friday, 30th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
SHIMIZU, YOKOHAMA, HONOLULU, AND
SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Hoihow and Haiphong

Europe, &c., India via Tutuorin...
(Late Letters 11.00 to Noon Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed to-day
at 5 p.m.

Batavia, Cheribon, Samarang and Sourabaya

Shanghai...
SIBERIAN MAIL TO EUROPE

Swatow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

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Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

Swatow, Amoy and Poochow

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

September 29th.

ON LONDON :—		September 27/14
	Telegraphic Transfer	1/9 1/4
	Bank Bills, on demand	1/9 1/4
	Bank Bills, at 30 days' sight	1/9 1/4
	Bank Bills, at 4 months' sight	1/10
	Credits, at 4 months' sight	1/10 1/2
	Documentary Bills 4 months' sight	1/10 1/2
ON PARIS :—		
	Bank Bills, on demand	228 1/2
	Credits, at 4 months' sight	232 1/2
ON GERMANY :—		
	On demand	185
ON NEW YORK :—		
	Bank Bills, on demand	44 1/2
	Credits, at 60 days' sight	45 1/2
ON BOMBAY :—		
	Telegraphic Transfer	135
	Bank, on demand	135 1/2
ON CALCUTTA :—		
	Telegraphic Transfer	135 1/2
	Bank, on demand	135 1/2
ON SHANGHAI :—		
	Bank, at sight	73 1/2
	Private, 30 days' sight	74 1/2
ON YOKOHAMA :—	On demand	83 1/2
ON MANILA :—	On demand—Pesos	83 1/2
ON SINGAPORE :—	On demand	77 1/2
ON BATAVIA :—	On demand	18 1/2
ON HAIPHONG :—	On demand	11 1/2
ON SAIGON :—	On demand	11 1/2
ON BANGKOK :—	On demand	85 1/2
SOVEREIGNS, Bank's Buying Rate		\$11.05
GOLD LEAF, 100 fine, per teal		\$57.80
SILVER, per oz.		24 1/2

SUBSIDIARY COINS.	per cent
Chinese	20 cents pieces, \$4.58 discount.
Chinese	10 " " \$5.58
Hongkong	20 " " \$4.32
Hongkong	10 " " \$5.82

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 29TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$125, sal. & sel.
National Bank of China, Limited	99,925	\$7	26	\$7, buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$1	\$1	\$8 1/2, sales
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 200.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$18, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong & Whampoa Dock Co., Ltd.	90,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$63, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
FEARWICK & CO., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4.65, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	12,000	\$10	\$10	\$21.
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$100.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$75.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$135.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115 1/2, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$100	\$100	\$205.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$100	\$101.
Hampshire Estate and Finance Co., Ltd.	10,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.—				
Societe Francaise des Carburants du Tonkin	15,000	\$250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$7 1/2, sellers
Peak Tramways Co., Limited	50,000	\$10	\$1	\$13, sellers
Philippine Co., Limited	75,000	\$10	\$1	\$13, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$150, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$20, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$23, sellers
Hongkong & Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8, sel. (L'don
Shall Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$1, sales
Star Ferry Company, Limited	10,000	\$10	\$10	\$10, sellers
South China Morning Post, Limited	10,000	\$10	\$10	\$10, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
STONES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sal. & buy.
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	100 fideis	\$10	\$10	\$301.
RUBBERS.—				
Alingay	750,000	2/	all	4/6
Anglo-Malay	1,500,000	2/	all	25/6
Balgonner	151,000	\$1	all	\$12 (Sta.)
Bata Tiges	70,000	\$1	all	90/
Bukit Kajang	80,000	\$1	all	63/6
Castelfield, fully paid	30,000	\$1	all	110/
Cheviots	70,000	\$1	all	11/6 prem.
Eastern and International	250,000	\$1	10/	100/
Highlands and Lowlands	307,143	\$1	all	5/6 prem.
Kamunings	1,825,000	2/	all	70/
Kuala Lumpur	180,000	\$1	all	70/
Labas	100,000	2/	all	70/
Laburg's	100,000	\$1	all	50/
Langgis	900,000	2/	all	10/6
London Asiatics	1,266,000	2/	all	6/6
London Ventures	1,750,000	2/	all	6/6
Merlemus	45,000	\$10	all	\$28 (Sta.)
Pegohs	50,000	\$2	all	\$29/ (Sta.)
Sandycrofts	100,000	\$1	all	25/
Sapongs	65,000	\$1	all	\$15 (Sta.)
Shalford	125,000	\$2	all	11/3
Singapore and Johore	95,000	\$2	all	102/6
Sunatra Pares	95,000	\$2	all	
Sungat-Kapars	95,000	\$2	all	
United Serangs	170,000	\$1	all	
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the
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The Ravages of the White Ant, Decay,
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Ravages of Insects and Vermin, including
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ANT.

It adds years to the life of Wood. Among
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Specially approved for General use by
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Can be applied in many shades of colour to
Wood, Stone or Brickwork. In 5 and 10 Gallon
Drums, and 40 Gallon Barrels.

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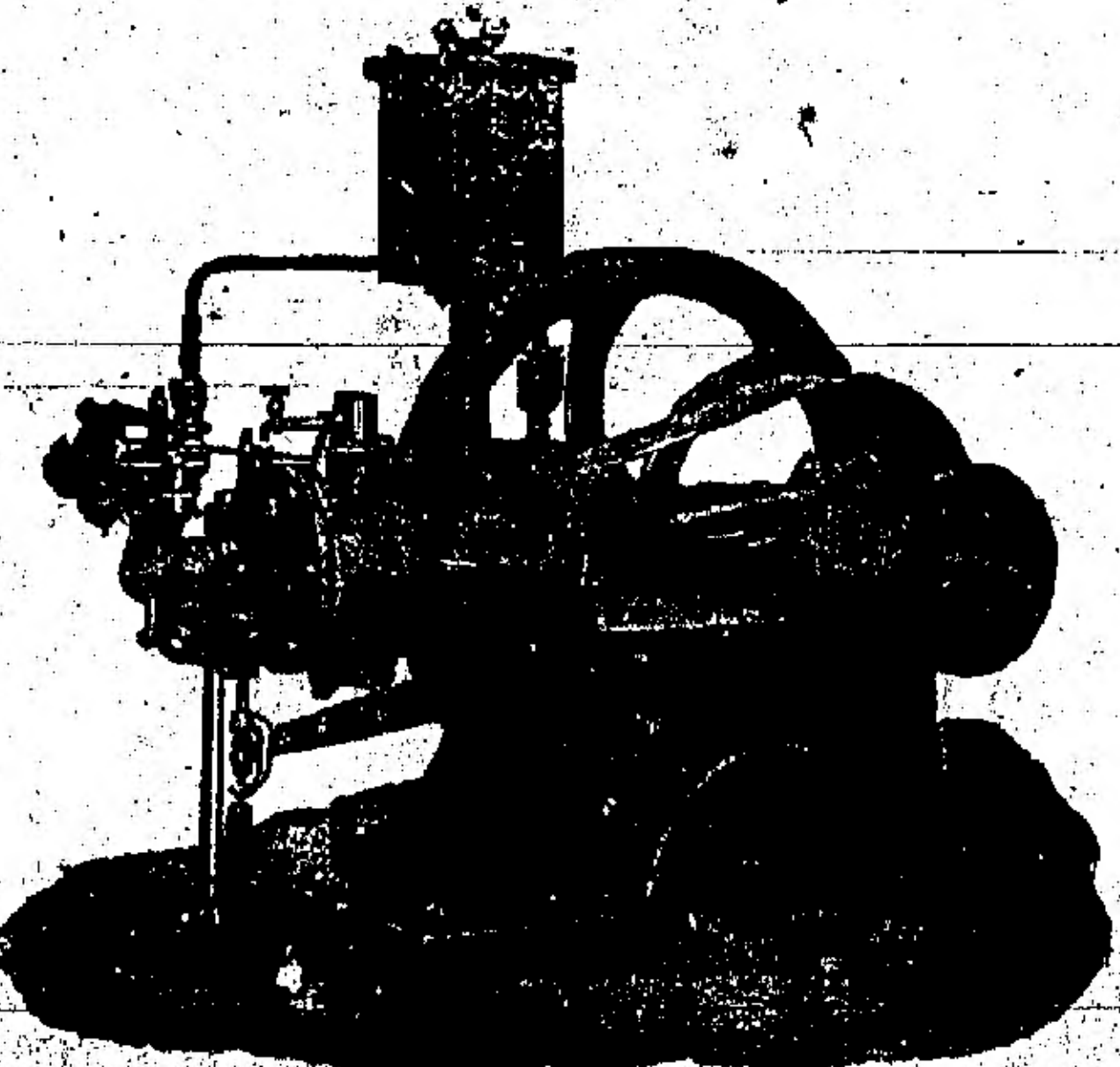
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DAIRY MACHINERY,
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SOLE AGENTS

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TO DAY

11 A.M.—Auction of Steam Launch "Belle" at
Queen's Statue Wharf by Messrs. Hughes
and Hough.

5.15 P.M.—Sixth Annual General Meeting of
The Royal Hongkong Yacht Club, at
Union Insurance Society of Canton.

FORTHCOMING EVENTS.

Saturday, 1st Oct.—Half-Yearly Meeting of
Hongkong Jockey Club, Noon.

Saturday, 1st Oct.—Boxing at City Hall, 9 P.M.
Railway, 2.45 P.M.

Monday, 3rd Oct.—Auction of Crown Land
at Public Works Dept., 3 P.M.

Monday, 3rd Oct.—Auction of Crown Land at
Public Works Dept., 3 P.M.

Wednesday, 5th Oct.—"Nicola" at Theatre
Royal, 9 P.M.

Saturday, 8th Oct.—Fourteenth Ordinary
Yearly Meeting of The Dairy Farm Co.,
Ltd., 12.30 P.M.

Saturday, 15th Oct.—The twenty-ninth
ordinary Meeting of Canton Insurance
Office Ltd., Noon.

OPIUM.

September 29th.

Quotations are:—	
Malwa New	\$2,200/2,250 per picul
Malwa Old	\$2,250/2,300 "
Malwa V. Old	\$2,310/2,360 "
Malwa V. Old	\$2,350/2,400 "
Peruvian fine quality	\$1,400/1,500 "
Peruvian extra fine	\$2,100 "
Patna New	per chest
Patna Old	\$2,160 "
Bonares New	\$2,200 "
Bonares Old	\$2,200 "

THE MERCANTILE LITHOGRAPHIC.

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DIE STAMPING, etc.

Hongkong, 14th July, 1910.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Voux
Road Central, Victoria, Hongkong; London Office, 151, Fleet Street, E.C.4.